Bicyclists 2003

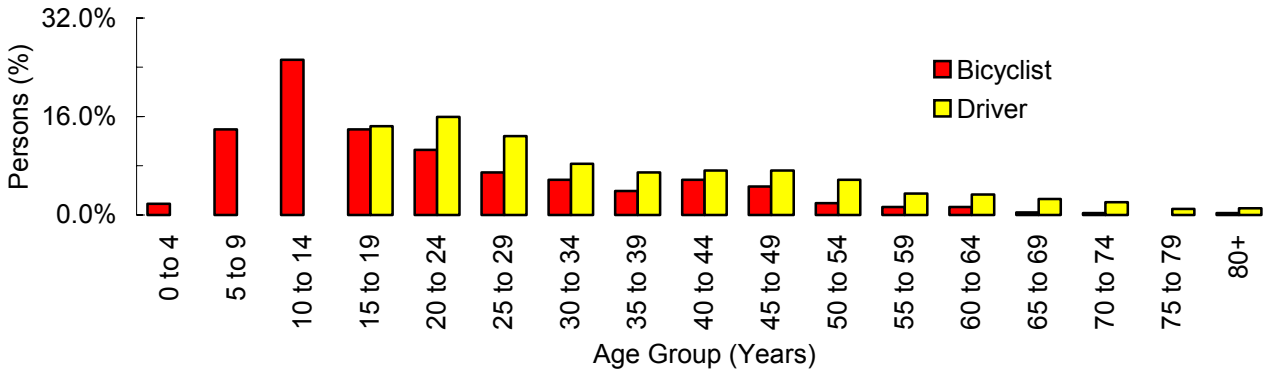
2003 UTAH CRASH FACTS

BICYCLISTS

Did you know that in 2003. . .

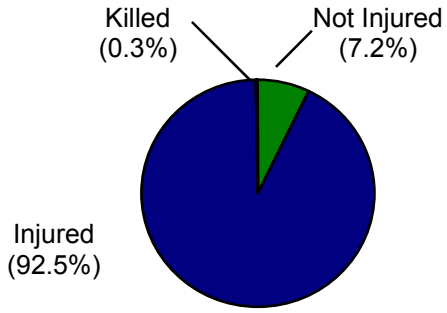
- 671 bicyclists were involved in motor vehicle crashes; 621 were injured, and 2 were killed.
- Injuries were 3 times higher for bicyclists than for other motor vehicle crash occupants.

Age of Persons Involved in Bicyclist Crashes, Utah 2003



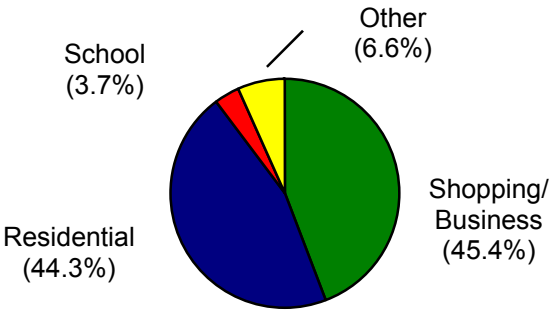
- The highest percentage of bicyclists involved in crashes were aged 10 to 14 years (25.2%).
- The highest percentage of drivers involved in bicyclist crashes were aged 20 to 24 years (15.9%).

Bicyclist Injury Severity, Utah 2003



- Nearly all bicyclists (92.5%) involved in crashes sustained an injury compared to 21.3% of all motor vehicle crash occupants.

Location of Bicyclist-Motor Vehicle Crashes, Utah 2003



- The majority of bicyclist-motor vehicle crashes occurred in shopping/business (45.4%) and residential (44.3%) areas.

Top 3 Driving Factors that Contributed to Bicyclist-Motor Vehicle Crashes:

1. Improper Lookout (46.6%)
2. Failed to Yield Right-of-Way (30.0%)
3. Hit and Run (8.8%)

- In addition to the above, “driving under the influence,” “had been drinking,” and “under the influence of drugs” accounted for 1.1% of bicyclist-motor vehicle crashes.

Top 3 Violations of Drivers Involved in Bicyclist-Motor Vehicle Crashes:

1. Failed to Yield Right-of-Way (45.1%)
2. Improper Lookout (25.9%)
3. Failure to Stop at Red Light (4.3%)

- One-quarter (25.6%) of drivers involved in bicyclist-motor vehicle crashes received a citation.

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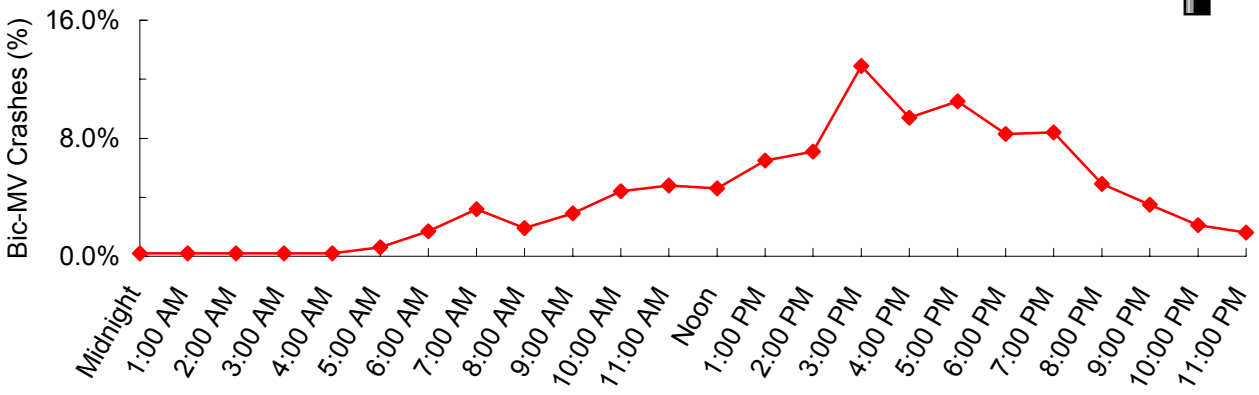
2003 UTAH CRASH FACTS

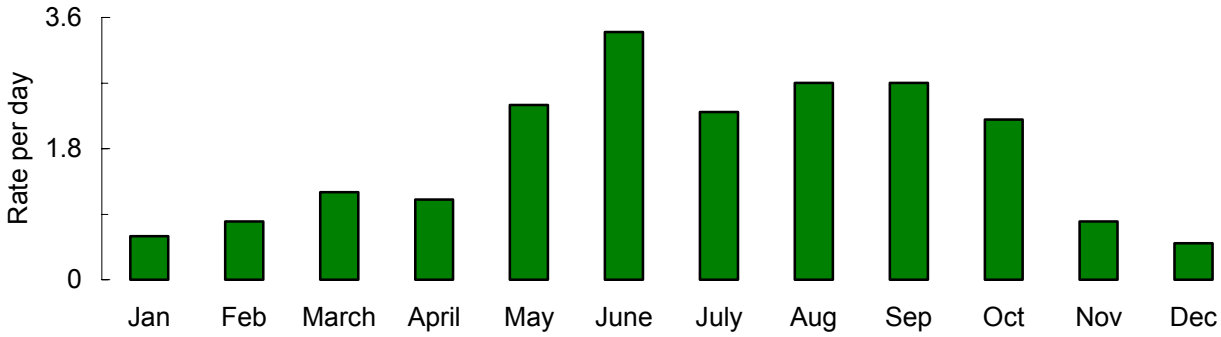
BICYCLISTS

Time of Day Bicyclist Crashes Occurred, Utah 2003



- Bicyclist-motor vehicle crashes occurred most often between 3:00 pm to 7:00 pm. There was also a small peak at 7:00 am.

Month of the Year Bicyclist-Motor Vehicle Crashes Occurred, Utah 2003



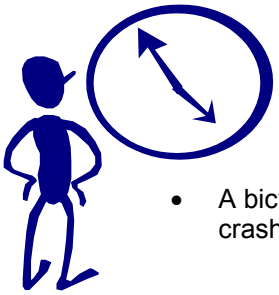
- June (3.4) had the highest rates per day of bicyclist-motor vehicle crashes.

Actions of Bicyclists Prior to Crashes, Utah 2003

1. Riding in Roadway with Traffic (15.6%)
2. Crossing Intersection with Signal (13.4%)
3. Riding in Roadway Against Traffic (13.3%)
4. Crossing Intersection with No Signal (13.0%)
5. Riding on Sidewalk (11.2%)

- "Crossing Intersection (with signal, no signal, against signal, diagonally)" comprised 34.1% of bicyclist actions prior to crashes.

Bicyclist Crash Clock



- A bicyclist was involved in a crash every 13 hours.

Alcohol and Other Drug Involvement

- Of the 2 bicyclists killed in 2003, none were impaired by alcohol or other drugs.
- Of the drivers involved in fatal bicyclist-motor vehicle crashes, none were impaired by alcohol or other drugs.

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Section 8: Bicyclists

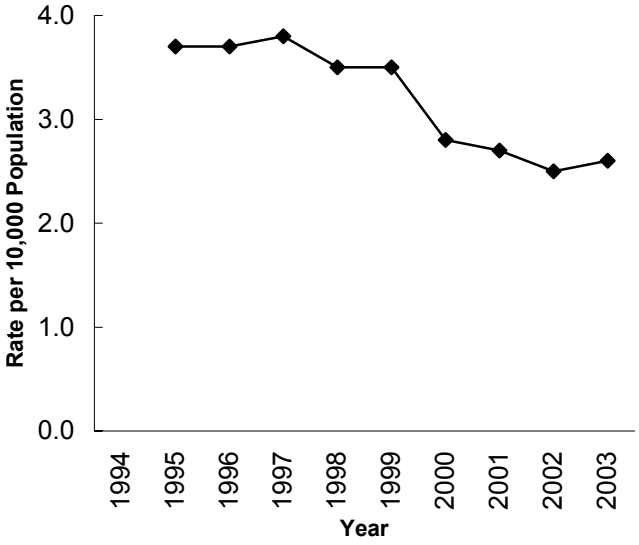
Trends

Bicyclists Involved in Crashes 1994-2003

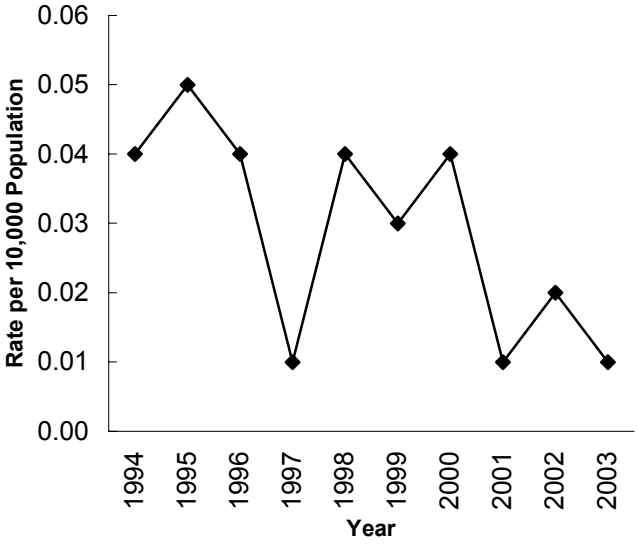
Bicyclists									
		Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Year	Population	Non-Injured Bicyclists #	Rate per 10,000 Population	Injured Bicyclists #	Rate per 10,000 Population	Bicyclists Killed #	Rate per 10,000 Population	All Bicyclists #	Rate per 10,000 Population
1994	1,946,721	N/A	N/A	N/A	N/A	7	0.04	N/A	N/A
1995	1,995,228	57	0.29	729	3.7	9	0.05	795	4.0
1996	2,042,893	62	0.30	766	3.7	9	0.04	837	4.1
1997	2,099,409	79	0.38	797	3.8	3	0.01	879	4.2
1998	2,141,632	72	0.34	758	3.5	9	0.04	839	3.9
1999	2,193,014	72	0.33	777	3.5	7	0.03	856	3.9
2000	2,246,553	62	0.28	635	2.8	9	0.04	706	3.1
2001	2,295,971	48	0.21	625	2.7	3	0.01	676	2.9
2002	2,338,761	50	0.21	590	2.5	5	0.02	645	2.8
2003	2,385,358	48	0.20	621	2.6	2	0.01	671	2.8
Total	21,685,540	550	0.25	6,298	2.9	63	0.03	6,911	3.2

- In 2003, the rate of bicyclists injured in crashes was 2.6; a 4% increase from 2002.
- In 2003, there were 2 bicyclists killed in crashes; a rate of 0.01. Because of the small number of bicyclist fatalities, it is difficult to compare increases and decreases from year to year.

Bicyclists Injured in Crashes (Utah 1994-2003)



Bicyclists Killed in Crashes (Utah 1994-2003)



- Over the last ten years, the rates of total bicyclists and bicyclists injured in crashes have followed a similar overall decreasing trend.

- The rate of bicyclists killed in crashes has varied over time.
- The highest rate of bicyclists killed in crashes occurred in 1995 (0.05).

NOTE: Part of the decrease in reported bicyclists involved in crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, bicyclists that were involved in crashes that occurred in a parking lot, driveway, sidewalk and other private roadways are not included from 1997 forward.

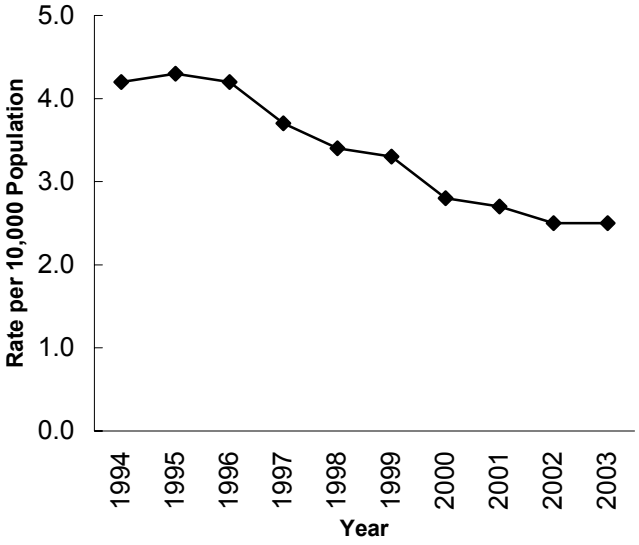
Trends

Bicyclist-Motor Vehicle Crashes 1994-2003

Bicyclist-Motor Vehicle Crashes									
		Property Damage Only (PDO)		Injury		Fatal		Total	
Year	Population	Bic-MV PDO Crashes #	Rate per 10,000 Population	Bic-MV Injury Crashes #	Rate per 10,000 Population	Bic-MV Fatal Crashes #	Rate per 10,000 Population	All Bic-MV Crashes #	Rate per 10,000 Population
1994	1,946,721	224	1.2	819	4.2	7	0.04	1,050	5.4
1995	1,995,228	103	0.5	860	4.3	9	0.05	972	4.9
1996	2,042,893	61	0.3	858	4.2	9	0.04	928	4.5
1997	2,099,409	74	0.4	778	3.7	3	0.01	855	4.1
1998	2,141,632	67	0.3	728	3.4	9	0.04	804	3.8
1999	2,193,014	66	0.3	732	3.3	7	0.03	805	3.7
2000	2,246,553	58	0.3	625	2.8	8	0.04	691	3.1
2001	2,295,971	42	0.2	609	2.7	3	0.01	654	2.8
2002	2,338,761	44	0.2	585	2.5	5	0.02	634	2.7
2003	2,385,358	39	0.2	589	2.5	2	0.01	630	2.6
Total	21,685,540	778	0.4	7,183	3.3	62	0.03	8,023	3.7

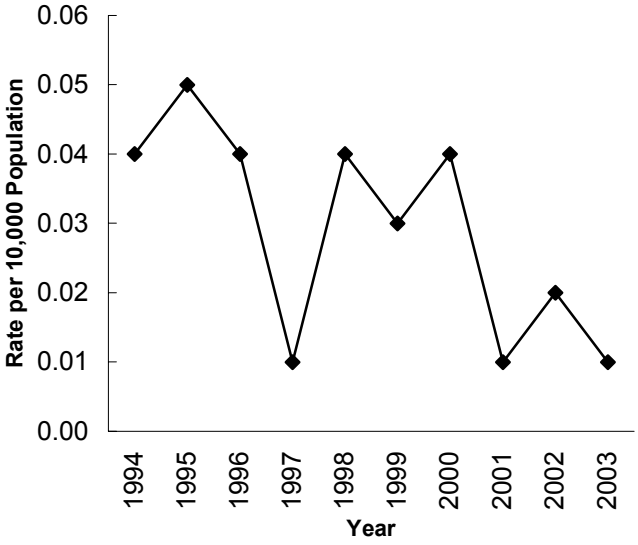
- In 2003, the rate of bicyclist-motor vehicle injury crashes was 2.5; the same as 2002.
- In 2003, there were 2 fatal bicyclist-motor vehicle crashes; a rate of 0.01. Because of the small number of fatal bicyclist-motor vehicle crashes, it is difficult to compare increases and decreases from year to year.

Bicyclist-Motor Vehicle Injury Crashes (Utah 1994-2003)



- Over the last ten years, the rates of total bicyclist-motor vehicle crashes and bicyclist-motor vehicle injury crashes have followed a similar overall decreasing trend.

Fatal Bicyclist-Motor Vehicle Crashes (Utah 1994-2003)



- The rate of fatal bicyclist-motor vehicle crashes has varied over time.
- The highest rate of fatal bicyclist motor vehicle crashes occurred in 1995 (0.05).

NOTE: Part of the decrease in reported bicyclist-motor vehicle crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, bicyclist-motor vehicle crashes that occurred in a parking lot, driveway, sidewalk and other private roadways are not included from 1997 forward.

Counties

Bicyclists Involved in Crashes by County (Utah 2003)

Bicyclists												
	Non-Injured Bicyclists			Injured Bicyclists			Bicyclists Killed			Total Bicyclists		
County	Non-Injured Bic. #	Rate per 100 Million VMT	Rate per 10,000 Population	Injured Bic. #	Rate per 100 Million VMT	Rate per 10,000 Population	Bic. Killed #	Rate per 100 Million VMT	Rate per 10,000 Population	All Bic. #	Rate per 100 Million VMT	Rate per 10,000 Population
Beaver	0	0.0	0.0	1	0.4	1.6	0	0.0	0.0	1	0.4	1.6
Box Elder	0	0.0	0.0	6	0.7	1.4	0	0.0	0.0	6	0.7	1.4
Cache	4	0.5	0.4	24	2.9	2.4	0	0.0	0.0	28	3.4	2.9
Carbon	1	0.3	0.5	1	0.3	0.5	0	0.0	0.0	2	0.7	1.0
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	1	0.0	0.0	51	2.3	2.0	0	0.0	0.0	52	2.3	2.0
Duchesne	0	0.0	0.0	3	1.5	2.0	0	0.0	0.0	3	1.5	2.0
Emery	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	2	0.7	2.4	0	0.0	0.0	2	0.7	2.4
Iron	0	0.0	0.0	7	1.1	1.9	0	0.0	0.0	7	1.1	1.9
Juab	0	0.0	0.0	1	0.3	1.1	0	0.0	0.0	1	0.3	1.1
Kane	0	0.0	0.0	1	0.8	1.7	0	0.0	0.0	1	0.8	1.7
Millard	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Morgan	0	0.0	0.0	1	0.9	1.3	0	0.0	0.0	1	0.9	1.3
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	27	0.3	0.3	299	3.7	3.2	0	0.0	0.0	326	4.1	3.5
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Sanpete	2	0.9	0.9	3	1.3	1.3	0	0.0	0.0	5	2.2	2.1
Sevier	0	0.0	0.0	4	1.0	2.1	0	0.0	0.0	4	1.0	2.1
Summit	0	0.0	0.0	3	0.5	0.9	0	0.0	0.0	3	0.5	0.9
Tooele	0	0.0	0.0	6	0.8	1.3	0	0.0	0.0	6	0.8	1.3
Uintah	1	0.4	0.4	2	0.7	0.8	0	0.0	0.0	3	1.1	1.2
Utah	8	0.2	0.2	116	3.4	2.8	1	0.0	0.0	125	3.7	3.0
Wasatch	0	0.0	0.0	1	0.4	0.6	0	0.0	0.0	1	0.4	0.6
Washington	2	0.2	0.2	23	2.3	2.2	0	0.0	0.0	25	2.5	2.4
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	2	0.1	0.1	66	4.4	3.2	1	0.1	0.0	69	4.6	3.4
Statewide	48	0.2	0.2	621	2.6	2.6	2	0.0	0.0	671	2.8	2.8

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
  - Weber (4.6), Salt Lake (4.1) and Utah county (3.7) had the highest rates of total bicyclists involved in crashes per 100 million vehicle miles traveled.
  - Weber (4.4), Salt Lake (3.7) and Utah county (3.4) had the highest rates of bicyclists injured in crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Salt Lake (3.5), Weber (3.4) and Utah county (3.0) had the highest rates of total bicyclists involved in crashes per 10,000 population.
  - Salt Lake (3.2), Weber (3.2) and Utah county (2.8) had the highest rates of bicyclists injured in crashes per 10,000 population.

Counties

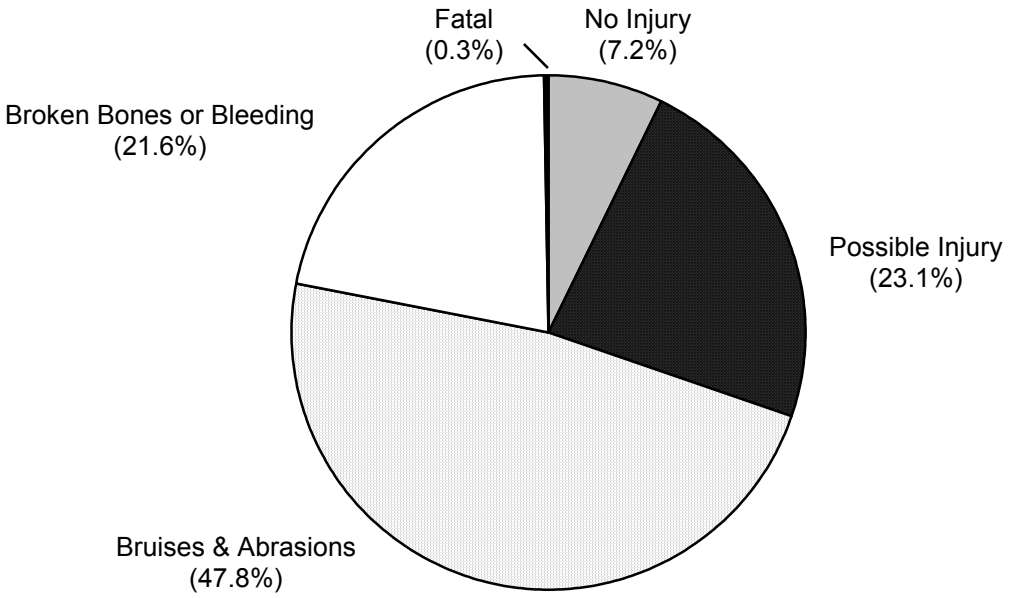
Bicyclist-Motor Vehicle Crashes by County (Utah 2003)

Bicyclist-Motor Vehicle Crashes												
	Property Damage Only (PDO)			Injury			Fatal			Total		
County	Bic-MV PDO Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population	Bic-MV Injury Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population	Bic-MV Fatal Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population	All Bic-MV Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population
Beaver	0	0.0	0.0	1	0.4	1.6	0	0.0	0.0	1	0.4	1.6
Box Elder	1	0.1	0.2	6	0.7	1.4	0	0.0	0.0	7	0.8	1.6
Cache	2	0.2	0.2	25	3.0	2.5	0	0.0	0.0	27	3.3	2.8
Carbon	1	0.3	0.5	1	0.3	0.5	0	0.0	0.0	2	0.7	1.0
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	0	0.0	0.0	44	2.0	1.7	0	0.0	0.0	44	2.0	1.7
Duchesne	0	0.0	0.0	3	1.5	2.0	0	0.0	0.0	3	1.5	2.0
Emery	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	2	0.7	2.4	0	0.0	0.0	2	0.7	2.4
Iron	0	0.0	0.0	7	1.1	1.9	0	0.0	0.0	7	1.1	1.9
Juab	0	0.0	0.0	1	0.3	1.1	0	0.0	0.0	1	0.3	1.1
Kane	0	0.0	0.0	1	0.8	1.7	0	0.0	0.0	1	0.8	1.7
Millard	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Morgan	0	0.0	0.0	1	0.9	1.3	0	0.0	0.0	1	0.9	1.3
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	22	0.3	0.2	281	3.5	3.0	0	0.0	0.0	303	3.8	3.2
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Sanpete	2	0.9	0.9	3	1.3	1.3	0	0.0	0.0	5	2.2	2.1
Sevier	0	0.0	0.0	3	0.8	1.6	0	0.0	0.0	3	0.8	1.6
Summit	0	0.0	0.0	3	0.5	0.9	0	0.0	0.0	3	0.5	0.9
Tooele	0	0.0	0.0	7	0.9	1.5	0	0.0	0.0	7	0.9	1.5
Uintah	1	0.4	0.4	2	0.7	0.8	0	0.0	0.0	3	1.1	1.2
Utah	7	0.2	0.2	111	3.3	2.7	0	0.0	0.0	118	3.5	2.9
Wasatch	0	0.0	0.0	1	0.4	0.6	1	0.4	0.6	2	0.8	1.2
Washington	1	0.1	0.1	24	2.4	2.3	0	0.0	0.0	25	2.5	2.4
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	2	0.1	0.1	62	4.2	3.0	1	0.1	0.0	65	4.4	3.2
Statewide	39	0.2	0.2	589	2.5	2.5	2	0.0	0.0	630	2.6	2.6

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
  - Weber (4.4), Salt Lake (3.8) and Utah county (3.5) had the highest rates of total bicyclist-motor vehicle per 100 million vehicle miles traveled.
  - Weber (4.2), Salt Lake (3.5) and Utah county (3.3) had the highest rate of bicyclist-motor vehicle injury crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Weber (3.2), Salt Lake (3.2) and Utah county (2.9) had the highest rates of total bicyclist-motor vehicle crashes per 10,000 population.
  - Weber (3.0), Salt Lake (3.0) and Utah county (2.7) had the highest rates of bicyclist-motor vehicle injury crashes per 10,000 population.

Bicyclist Characteristics

Injury Severity of Bicyclists Involved in Crashes (Utah 2003)



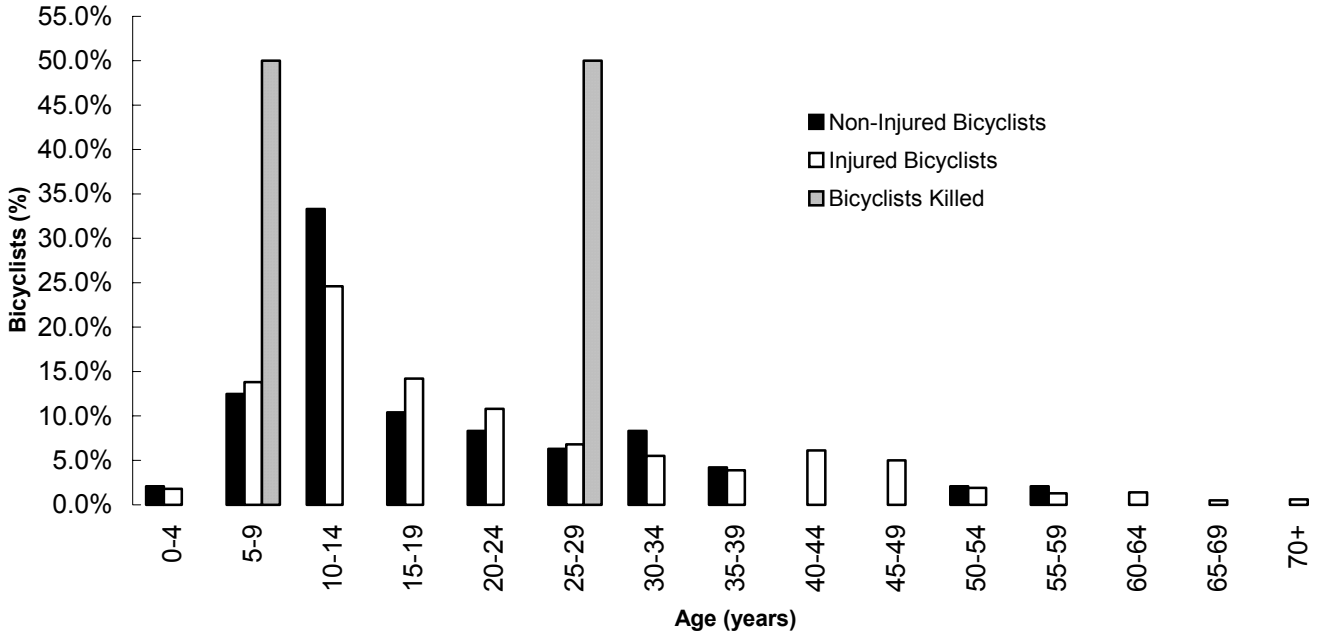
- In the above graph, there were a total of 671 bicyclists involved in crashes.
- The above graph shows that 92.5% of bicyclists involved in crashes sustained an injury compared to 21.3% of all motor vehicle crash occupants.
- In fact, injuries were 3 times higher for bicyclists than for other motor vehicle crash occupants.
- The percentage of bicyclists killed in crashes (0.3%) was similar to the percentage for all motor vehicle crash occupants killed in crashes (0.2%).

Bicyclist Characteristics

Age of Bicyclists Involved in Crashes (Utah 2003)

Bicyclists								
	Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Age	#	%	#	%	#	%	#	%
0-4	1	2.1%	11	1.8%	0	0.0%	12	1.8%
5-9	6	12.5%	86	13.8%	1	50.0%	93	13.9%
10-14	16	33.3%	153	24.6%	0	0.0%	169	25.2%
15-19	5	10.4%	88	14.2%	0	0.0%	93	13.9%
20-24	4	8.3%	67	10.8%	0	0.0%	71	10.6%
25-29	3	6.3%	42	6.8%	1	50.0%	46	6.9%
30-34	4	8.3%	34	5.5%	0	0.0%	38	5.7%
35-39	2	4.2%	24	3.9%	0	0.0%	26	3.9%
40-44	0	0.0%	38	6.1%	0	0.0%	38	5.7%
45-49	0	0.0%	31	5.0%	0	0.0%	31	4.6%
50-54	1	2.1%	12	1.9%	0	0.0%	13	1.9%
55-59	1	2.1%	8	1.3%	0	0.0%	9	1.3%
60-64	0	0.0%	9	1.4%	0	0.0%	9	1.3%
65-69	0	0.0%	3	0.5%	0	0.0%	3	0.4%
70+	0	0.0%	4	0.6%	0	0.0%	4	0.6%
Missing	5	10.4%	11	1.8%	0	0.0%	16	2.4%
Total	48	100.0%	621	100.0%	2	100.0%	671	100.0%

Age of Bicyclists Involved in Crashes (Utah 2003)



- Overall, the largest percentage of bicyclists involved in crashes were aged 10 to 14 years (25.2%). This age group also represented the largest percentage of bicyclists injured in crashes (24.6%).
- Regarding the two fatalities, one bicyclist was aged 5 to 9 years, and the other was aged 25 to 29 years.

Bicyclist Characteristics

Gender of Bicyclists Involved in Crashes (Utah 2003)

Bicyclists								
	Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Gender	#	%	#	%	#	%	#	%
Female	8	16.7%	128	20.6%	1	50.0%	137	20.4%
Male	40	83.3%	490	78.9%	1	50.0%	531	79.1%
Missing	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Total	48	100.0%	621	100.0%	2	100.0%	671	100.0%

- The majority of all bicyclists (79.1%), and bicyclists injured (78.9%) in crashes were male.
- Of the two bicyclists killed in crashes, one was male and one was female.

Actions of Bicyclists Prior to Crashes (Utah 2003)

Bicyclists								
	Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Bicyclist Action Prior to Crash	#	%	#	%	#	%	#	%
Riding in Roadway with Traffic	6	12.5%	98	15.8%	1	50.0%	105	15.6%
Crossing Intersection with Signal	7	14.6%	83	13.4%	0	0.0%	90	13.4%
Riding in Roadway Against Traffic	6	12.5%	83	13.4%	0	0.0%	89	13.3%
Crossing Intersection with No Signal	5	10.4%	82	13.2%	0	0.0%	87	13.0%
Missing	7	14.6%	80	12.9%	0	0.0%	87	13.0%
Riding on Sidewalk	4	8.3%	71	11.4%	0	0.0%	75	11.2%
Crossing Intersection Against Signal	5	10.4%	38	6.1%	0	0.0%	43	6.4%
Crossing Not at Intersection	3	6.3%	26	4.2%	0	0.0%	29	4.3%
Other in Roadway	1	2.1%	16	2.6%	0	0.0%	17	2.5%
Coming From Behind Parked Cars	1	2.1%	14	2.3%	0	0.0%	15	2.2%
Playing in Roadway	0	0.0%	12	1.9%	0	0.0%	12	1.8%
Crossing Intersection Diagonally	0	0.0%	8	1.3%	1	50.0%	9	1.3%
Walking on Sidewalk	1	2.1%	5	0.8%	0	0.0%	6	0.9%
Other Standing in Roadway	1	2.1%	1	0.2%	0	0.0%	2	0.3%
Crosswalk Not at Intersection	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Not in Roadway	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Walking To or From School	1	2.1%	0	0.0%	0	0.0%	1	0.1%
Hitching on Vehicle	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Total	48	100.0%	621	100.0%	2	100.0%	671	100.0%

- Leading bicyclist actions prior to crashes were “crossing at intersection (with signal, against signal, no signal and diagonally” (34.1%), and “riding in roadway (in traffic, against traffic)” (28.9%).

Bicyclists and Helmet Use (Utah 2003)

- Helmet use for bicyclists involved in crashes was not coded consistently at the scene of the crash and cannot be reported with accuracy. As a result, it is not included in this summary.

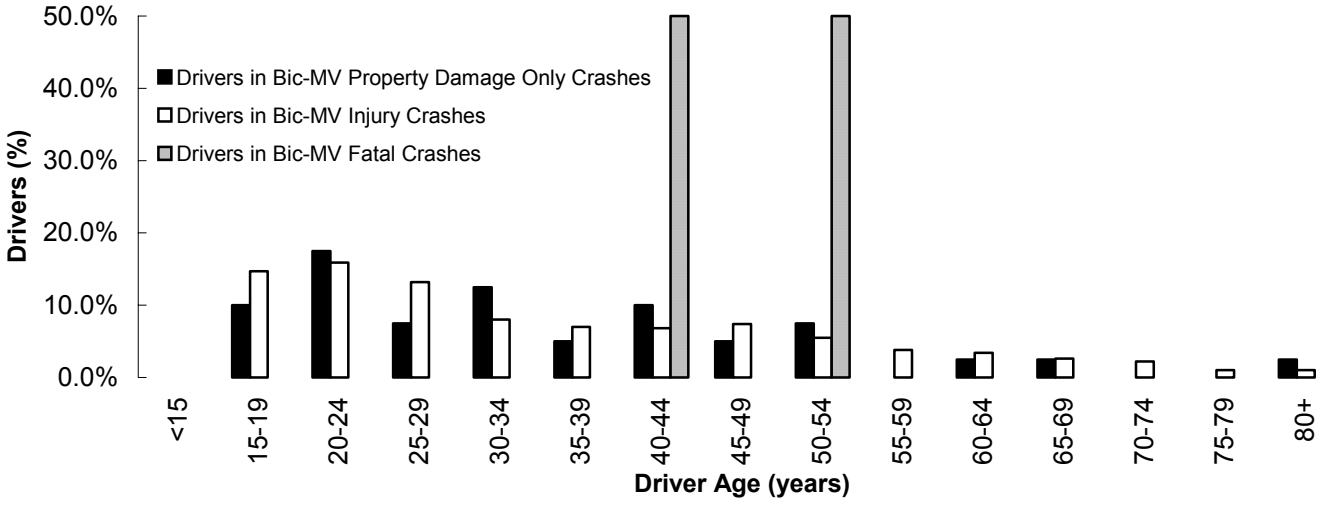
Driver Characteristics

Driver Age (Utah 2003)

Drivers								
	Drivers Involved in Bicyclist-MV Property Damage Only Crashes		Drivers Involved in Bicyclist-MV Injury Crashes		Drivers Involved in Bicyclist-MV Fatal Crashes		Total Drivers Involved in Bicyclist-MV Crashes	
Driver Age	#	%	#	%	#	%	#	%
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15-19	4	10.0%	86	14.7%	0	0.0%	90	14.4%
20-24	7	17.5%	93	15.9%	0	0.0%	100	15.9%
25-29	3	7.5%	77	13.2%	0	0.0%	80	12.8%
30-34	5	12.5%	47	8.0%	0	0.0%	52	8.3%
35-39	2	5.0%	41	7.0%	0	0.0%	43	6.9%
40-44	4	10.0%	40	6.8%	1	50.0%	45	7.2%
45-49	2	5.0%	43	7.4%	0	0.0%	45	7.2%
50-54	3	7.5%	32	5.5%	1	50.0%	36	5.7%
55-59	0	0.0%	22	3.8%	0	0.0%	22	3.5%
60-64	1	2.5%	20	3.4%	0	0.0%	21	3.3%
65-69	1	2.5%	15	2.6%	0	0.0%	16	2.6%
70-74	0	0.0%	13	2.2%	0	0.0%	13	2.1%
75-79	0	0.0%	6	1.0%	0	0.0%	6	1.0%
80+	1	2.5%	6	1.0%	0	0.0%	7	1.1%
Missing	7	17.5%	44	7.5%	0	0.0%	51	8.1%
Total	40	100.0%	585	100.0%	2	100.0%	627	100.0%

NOTE: More than one driver may be involved in a bicyclist-motor vehicle crash and driver information may be missing (e.g., hit and run).

Age of Drivers Involved in Bicyclist-Motor Vehicle Crashes (Utah 2003)



- The above table and graph show that drivers between the ages of 20 to 24 years represented the greatest percentage of drivers involved in total bicyclist-motor vehicle crashes (15.9%) and bicyclist-motor vehicle injury crashes (15.9%).
- Of the drivers involved in fatal bicyclist-motor vehicle crashes, one was aged 40 to 44 years and another was aged 50 to 54 years.

Driver Characteristics

Driver Gender (Utah 2003)

Drivers								
	Drivers Involved in Bicyclist-MV Property Damage Only Crashes		Drivers Involved in Bicyclist-MV Injury Crashes		Drivers Involved in Bicyclist-MV Fatal Crashes		Total Drivers Involved in Bicyclist-MV Crashes	
Driver Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Female	14	35.0%	233	39.8%	1	50.0%	248	39.6%
Male	22	55.0%	321	54.9%	1	50.0%	344	54.9%
Missing	4	10.0%	31	5.3%	0	0.0%	35	5.6%
Total	40	100.0%	585	100.0%	2	100.0%	627	100.0%

NOTE: More than one driver may be involved in a pedestrian-motor vehicle crash and driver information may be missing (e.g., hit and run).

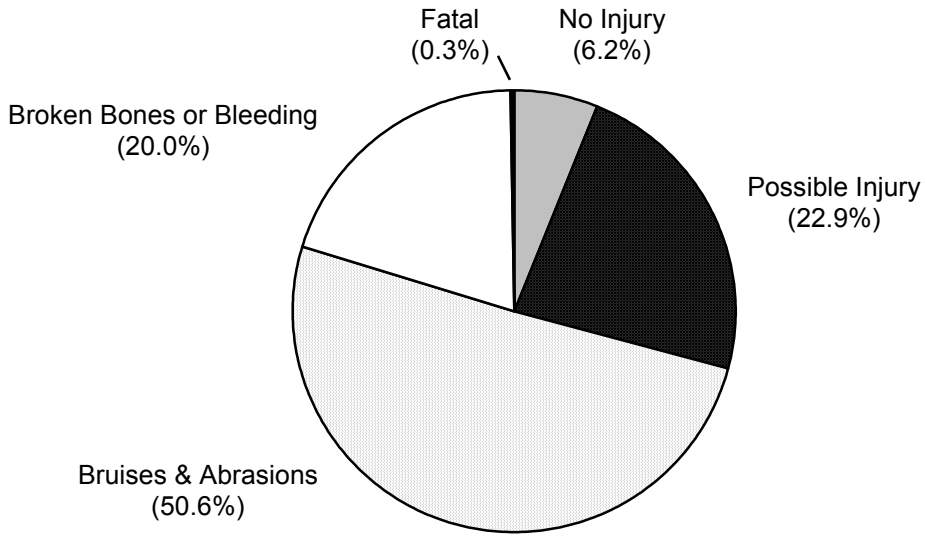
- The majority of drivers involved in total bicyclist-motor vehicle crashes (54.9%) and bicyclist-motor vehicle injury crashes (54.9%) were male.
- Of the drivers involved in fatal bicyclist-motor vehicle crashes, one was male and one was female.

Alcohol and Other Drug Involvement of Bicyclists and Motor Vehicle Drivers (Utah 2003)

- Of the 2 bicyclists killed in 2003, none were impaired by alcohol or other drugs.
- Of the drivers involved in fatal bicyclist-motor vehicle crashes, none were impaired by alcohol or other drugs.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crash Severity (Utah 2003)



- In the above graph, there were a total of 630 bicyclist-motor vehicle crashes.
- The above graph shows that 93.5% of bicyclist-motor vehicle crashes resulted in some level of injury compared to 36.3% of all motor vehicle crashes.
- Moreover, 0.3% of bicyclist-motor vehicle crashes resulted in a fatality, compared to 0.5% of all motor vehicle crashes.

Bicyclist-Motor Vehicle Crashes by Month of Year (Utah 2003)

Bicyclist-Motor Vehicle Crashes									
		Property Damage Only (PDO)		Injury		Fatal		Total	
Month	Days in Month #	Bicyclist-MV PDO Crashes #	Rate per Day	Bicyclist-MV Injury Crashes #	Rate per Day	Bicyclist-MV Fatal Crashes #	Rate per Day	All Bicyclist-MV Crashes #	Rate per Day
January	31	3	0.1	17	0.5	0	0.0	20	0.6
February	28	1	0.0	20	0.7	0	0.0	21	0.8
March	31	2	0.1	36	1.2	0	0.0	38	1.2
April	30	3	0.1	30	1.0	0	0.0	33	1.1
May	31	1	0.0	73	2.4	0	0.0	74	2.4
June	30	8	0.3	93	3.1	1	0.0	102	3.4
July	31	6	0.2	64	2.1	0	0.0	70	2.3
August	31	3	0.1	80	2.6	0	0.0	83	2.7
September	30	5	0.2	75	2.5	0	0.0	80	2.7
October	31	5	0.2	62	2.0	1	0.0	68	2.2
November	30	2	0.1	23	0.8	0	0.0	25	0.8
December	31	0	0.0	16	0.5	0	0.0	16	0.5
Total	365	39	0.1	589	1.6	2	0.0	630	1.7

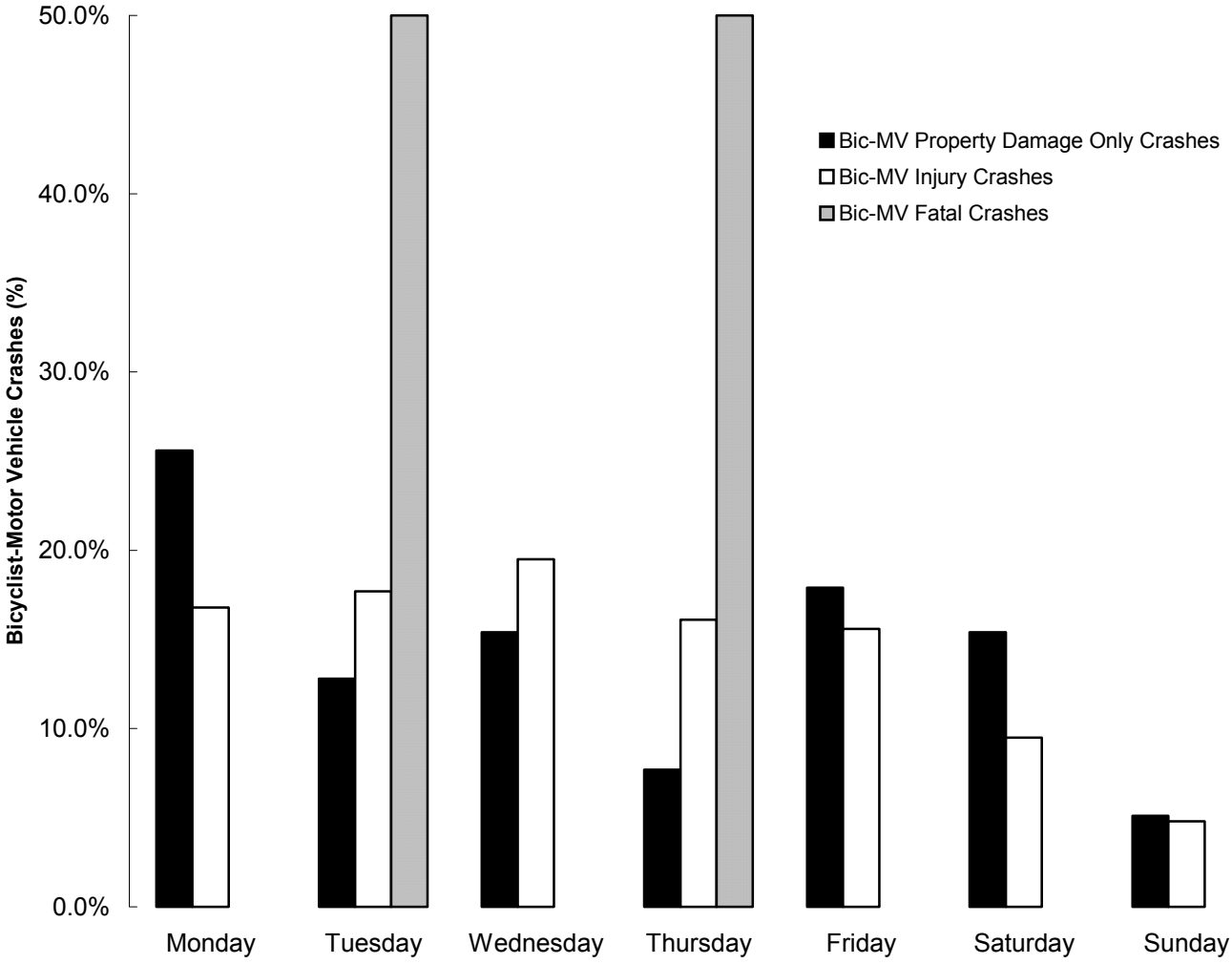
- June (3.4), August (2.7) and September (2.7) had the highest rates per day of total bicyclist-motor vehicle crashes.
- June (3.1), August (2.6) and September (2.5) had the highest rate per day of bicyclist-motor vehicle injury crashes.
- The two fatal bicyclist-motor vehicle crashes occurred in June and October.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2003)

Bicyclist-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Day of Week	#	%	#	%	#	%	#	%
Monday	10	25.6%	99	16.8%	0	0.0%	109	17.3%
Tuesday	5	12.8%	104	17.7%	1	50.0%	110	17.5%
Wednesday	6	15.4%	115	19.5%	0	0.0%	121	19.2%
Thursday	3	7.7%	95	16.1%	1	50.0%	99	15.7%
Friday	7	17.9%	92	15.6%	0	0.0%	99	15.7%
Saturday	6	15.4%	56	9.5%	0	0.0%	62	9.8%
Sunday	2	5.1%	28	4.8%	0	0.0%	30	4.8%
Total	39	100.0%	589	100.0%	2	100.0%	630	100.0%

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2003)



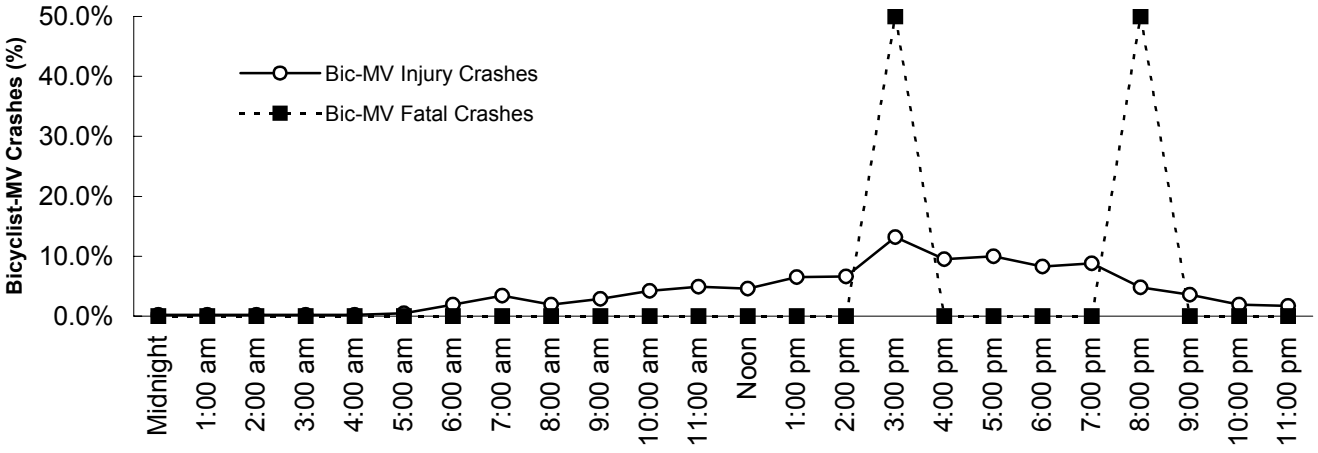
- The above table and graph show that the highest percentage of total bicyclist-motor vehicle crashes (19.2%) and bicyclist-motor vehicle injury crashes (19.5%) occurred on Wednesday.
- Of the two fatal bicyclist-motor vehicle crashes, one occurred on Tuesday, the other occurred on Thursday.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2003)

Bicyclist-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Hour	#	%	#	%	#	%	#	%
Midnight	0	0.0%	1	0.2%	0	0.0%	1	0.2%
1:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.2%
2:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.2%
3:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.2%
4:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.2%
5:00 am	1	2.6%	3	0.5%	0	0.0%	4	0.6%
6:00 am	0	0.0%	11	1.9%	0	0.0%	11	1.7%
7:00 am	0	0.0%	20	3.4%	0	0.0%	20	3.2%
8:00 am	1	2.6%	11	1.9%	0	0.0%	12	1.9%
9:00 am	1	2.6%	17	2.9%	0	0.0%	18	2.9%
10:00 am	3	7.7%	25	4.2%	0	0.0%	28	4.4%
11:00 am	1	2.6%	29	4.9%	0	0.0%	30	4.8%
Noon	2	5.1%	27	4.6%	0	0.0%	29	4.6%
1:00 pm	3	7.7%	38	6.5%	0	0.0%	41	6.5%
2:00 pm	6	15.4%	39	6.6%	0	0.0%	45	7.1%
3:00 pm	2	5.1%	78	13.2%	1	50.0%	81	12.9%
4:00 pm	3	7.7%	56	9.5%	0	0.0%	59	9.4%
5:00 pm	7	17.9%	59	10.0%	0	0.0%	66	10.5%
6:00 pm	3	7.7%	49	8.3%	0	0.0%	52	8.3%
7:00 pm	1	2.6%	52	8.8%	0	0.0%	53	8.4%
8:00 pm	2	5.1%	28	4.8%	1	50.0%	31	4.9%
9:00 pm	1	2.6%	21	3.6%	0	0.0%	22	3.5%
10:00 pm	2	5.1%	11	1.9%	0	0.0%	13	2.1%
11:00 pm	0	0.0%	10	1.7%	0	0.0%	10	1.6%
Total	39	100.0%	589	100.0%	2	100.0%	630	100.0%

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2003)



- In 2003, total bicyclist-motor vehicle crashes and bicyclist-motor vehicle injury crashes followed a similar time pattern, peaking between 3:00 pm and 7:00 pm.
- Fatal bicyclist-motor vehicle crashes occurred during the 3:00 pm hour and the 8:00 pm hour.

Bicyclist-Motor Vehicle Crash Characteristics

Locality of Bicyclist-Motor Vehicle Crashes (Utah 2003)

Bicyclist-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Locality	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Shopping/Business	21	53.8%	265	45.0%	0	0.0%	286	45.4%
Residential	16	41.0%	262	44.5%	1	50.0%	279	44.3%
School	0	0.0%	23	3.9%	0	0.0%	23	3.7%
Manufacturing/Industrial	0	0.0%	13	2.2%	0	0.0%	13	2.1%
Open Country	0	0.0%	10	1.7%	1	50.0%	11	1.7%
Farms and Fields	1	2.6%	9	1.5%	0	0.0%	10	1.6%
Playground	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Church	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Missing	1	2.6%	5	0.8%	0	0.0%	6	1.0%
Total	39	100.0%	589	100.0%	2	100.0%	630	100.0%

- The above table shows the majority of total bicyclist-motor vehicle crashes (45.4%) and bicyclist-motor vehicle injury crashes (45.0%) occurred in shopping/business areas.
- One fatal bicyclist-motor vehicle crash occurred in a residential area, while the other occurred in open county.

Urban/Rural Location of Bicyclist-Motor Vehicle Crashes (Utah 2003)

Bicyclist-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Urban/Rural Location	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Rural Area - Up to 5,000	5	12.8%	89	15.1%	0	0.0%	94	14.9%
Small Urban - 5,000 to 49,999	3	7.7%	35	5.9%	0	0.0%	38	6.0%
Moderate Urban - 50,000 to 199,999	2	5.1%	13	2.2%	0	0.0%	15	2.4%
Large Urban - 200,000 or More	29	74.4%	445	75.6%	2	100.0%	476	75.6%
Missing	0	0.0%	7	1.2%	0	0.0%	7	1.1%
Total	39	100.0%	589	100.0%	2	100.0%	630	100.0%

- Urban areas accounted for 84.0% of total bicyclist-motor vehicle crashes, 83.7% of bicyclist-motor vehicle injury crashes and all of the fatal bicyclist-motor vehicle crashes.

Bicyclist-Motor Vehicle Crash Characteristics

Type of Vehicles Involved in Bicyclist-Motor Vehicle Crashes (Utah 2003)

Vehicles								
	Vehicles Involved in Bicyclist-MV PDO Crashes		Vehicles Involved in Bicyclist-MV Injury Crashes		Vehicles Involved in Bicyclist-MV Fatal Crashes		Total Vehicles Involved in Bicyclist-MV Crashes	
Vehicle Type	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Passenger Car	19	47.5%	354	60.0%	0	0.0%	373	59.0%
Light Truck, Van or SUV	16	40.0%	214	36.3%	2	100.0%	232	36.7%
Hit and Run Vehicle	3	7.5%	10	1.7%	0	0.0%	13	2.1%
Large/Semi Truck	1	2.5%	6	1.0%	0	0.0%	7	1.1%
Other	1	2.5%	4	0.7%	0	0.0%	5	0.8%
School Bus	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Missing	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Total	40	100.0%	590	100.0%	2	100.0%	632	100.0%

- The above table shows that the largest percentage of vehicles involved in total bicyclist-motor vehicle crashes (59.0%) and bicyclist-motor vehicle injury crashes (60.0%) were passenger cars.
- The vehicles involved in the fatal bicyclist-motor vehicle crashes were light trucks, vans or SUVs.

Bicyclist-Motor Vehicle Crash Violations (Utah 2003)

Violations (Drivers)								
	Drivers Cited in Bicyclist-MV PDO Crashes		Drivers Cited in Bicyclist-MV Injury Crashes		Drivers Cited in Bicyclist-MV Fatal Crashes		Total Drivers Cited in Bicyclist-MV Crashes	
Violations	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Failure to Yield Right-of-Way	2	66.7%	71	44.7%	0	0.0%	73	45.1%
Improper Lookout	0	0.0%	42	26.4%	0	0.0%	42	25.9%
Other Non-Moving Violations	1	33.3%	15	9.4%	0	0.0%	16	9.9%
Failure to Stop at Red Light	0	0.0%	7	4.4%	0	0.0%	7	4.3%
Driving Under the Influence	0	0.0%	5	3.1%	0	0.0%	5	3.1%
Improper Turn (Failure to Signal)	0	0.0%	5	3.1%	0	0.0%	5	3.1%
Hit and Run	0	0.0%	3	1.9%	0	0.0%	3	1.9%
Wrong Side of Road	0	0.0%	3	1.9%	0	0.0%	3	1.9%
Speeding	0	0.0%	2	1.3%	0	0.0%	2	1.2%
All Other Moving Violations	0	0.0%	1	0.6%	0	0.0%	1	0.6%
Negligent Collision	0	0.0%	1	0.6%	0	0.0%	1	0.6%
Reckless Driving	0	0.0%	1	0.6%	0	0.0%	1	0.6%
Improper Passing	0	0.0%	1	0.6%	0	0.0%	1	0.6%
Following Too Close	0	0.0%	1	0.6%	0	0.0%	1	0.6%
Improper Lane Change	0	0.0%	1	0.6%	0	0.0%	1	0.6%
Total	3	100.0%	159	100.0%	0	0.0%	162	100.0%

- In 2003, there were 632 drivers involved in pedestrian-motor vehicle crashes. Officers at the scene of the crash cited 162 (25.6%) of those drivers for a traffic violation.
- "Failure to yield right-of-way" was the leading violation for total bicyclist-motor vehicle crashes (45.1%), and bicyclist-motor vehicle injury crashes (44.7%).
- None of the drivers involved in fatal bicyclist-motor vehicle crashes received a citation.

Bicyclist-Motor Vehicle Crash Characteristics

Contributing Factors of Bicyclist-Motor Vehicle Crashes (Utah 2003)

Contributing Factors (Bicyclist-Motor Vehicle Crashes)								
	Bicyclist-MV Property Damage Only Crashes		Bicyclist-MV Injury Crashes		Bicyclist-MV Fatal Crashes		Total Bicyclist-MV Crashes	
Contributing Factors	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Improper Lookout	7	31.8%	200	47.4%	0	0.0%	207	46.6%
Failed to Yield Right of Way	7	31.8%	126	29.9%	0	0.0%	133	30.0%
Hit and Run	5	22.7%	34	8.1%	0	0.0%	39	8.8%
Other Improper Driving	0	0.0%	11	2.6%	0	0.0%	11	2.5%
Speed Too Fast	1	4.5%	7	1.7%	0	0.0%	8	1.8%
Disregard Traffic Signal	1	4.5%	6	1.4%	0	0.0%	7	1.6%
Made Improper Turn	0	0.0%	6	1.4%	0	0.0%	6	1.4%
Driving Under the Influence	0	0.0%	4	0.9%	0	0.0%	4	0.9%
Other Driver Distractions	0	0.0%	4	0.9%	0	0.0%	4	0.9%
Windshield Not Clear	0	0.0%	4	0.9%	0	0.0%	4	0.9%
Followed Too Closely	0	0.0%	3	0.7%	0	0.0%	3	0.7%
Drove Left of Center	0	0.0%	3	0.7%	0	0.0%	3	0.7%
Improper Backing	0	0.0%	3	0.7%	0	0.0%	3	0.7%
Improper Overtaking	1	4.5%	1	0.2%	0	0.0%	2	0.5%
Passed Stop Sign	0	0.0%	2	0.5%	0	0.0%	2	0.5%
Improper Parking	0	0.0%	2	0.5%	0	0.0%	2	0.5%
Aggressive Driving	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Wrong Side of Road	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Had Been Drinking	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Immersion	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Headlights Insufficient or Out	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Driver Using Cell Phone	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Non-Contact Vehicle Involved	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Fatigued	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Under the Influence of Drugs	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	22	100.0%	422	100.0%	0	0.0%	444	100.0%

- Contributing factors were coded by the police officer at the scene of the crash for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors.
- "Improper lookout" was the leading contributing factor for total bicyclist-motor vehicle crashes (46.6%), and bicyclist-motor vehicle injury crashes (47.4%).
- The combined contributing factors of "driving under the influence," "had been drinking" and "under the influence of drugs" accounted for 1.1% of total bicyclist-motor vehicle crashes and 1.1% of bicyclist-motor vehicle injury crashes.